

WESTERN ARIZONA REGIONAL TRANSPORTATION COORDINATION PLAN

*Prepared for the
Western Arizona Council of Governments (WACOG)*



Final Report

April 2007

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I. INTRODUCTION

The purpose of this document is to address the planning requirement for a *Coordinated Public Transit-Human Services Transportation Plan*. These “*Transportation Coordination Plans*” are specifically mandated in SAFETEA-LU legislation, as well as in subsequent guidance from the Federal Transit Administration (FTA). Beginning in 2007, in order to receive funding under FTA’s Section 5310, Section 5316 and Section 5317 programs, locally derived *Transportation Coordination Plans* must be developed. The FTA also expects Section 5311 and 5307 projects to be included in these *Plans*.

A summary of these FTA programs is provided below.

Section 5310 – Elderly Individuals and Individuals with Disabilities

Provides capital funding for transportation projects that serve the elderly and individuals with disabilities.

Section 5316 – Job Access and Reverse Commute (JARC)

Provides operating, administrative and capital funding for transportation projects that serve low income individuals who need transportation to work or to work-related activities.

Section 5317 – New Freedom

For new programs which provide transportation services which are above the requirements of the Americans with Disabilities Act (ADA).

Section 5311 – Rural Public Transit

Provides operating, administrative and capital funding for public transit projects in Non-Urbanized Areas.

Section 5307 – Urban Formula Program

Provides operating, administrative and capital funding for public transit projects in Urbanized Areas.

In Arizona, the 5310, 5316, 5317 and 5311 programs are managed by the Arizona Department of Transportation (ADOT). Section 5307 programs in small Urbanized Areas (UZAs) also have some, though much less, state involvement.

In order to assist local areas in developing the required *Transportation Coordination Plans*, ADOT has taken a regional approach. Organizations interested in applying for FTA funding were informed that, in order to receive funding, they would need to be included in the *Regional Transportation Coordination Plan* which was being developed in their area. The rural Councils of Governments (COG) and the small Metropolitan Planning Organizations (MPOs) were asked to serve as facilitators in the development of the *Regional Transportation Coordination Plans*. ADOT hired a consultant team to develop the initial Regional Coordination Plans for the regions in 2006 and 2007.

In the Western Arizona region, five sub-regions were identified based primarily on transportation service areas. The sub-regions are: Bullhead City, Kingman, Lake Havasu, Mohave County (including Colorado City), and La Paz County. Bullhead City, Kingman and Lake Havasu all have active general public transit agencies providing service locally. In addition to local coordination within these service areas, there are additional coordination opportunities within the US Highway 68/95 corridor that connects these communities.

Individual elements of the *WACOG Regional Transportation Coordination Plan* were developed for each sub-region.

This Western Arizona *Regional Transportation Coordination Plan* includes identified transportation needs for the Western Arizona Council of Governments (WACOG) planning region. It includes eight chapters. Chapter 1 provides a context for the plans and the planning process. Chapter 2 presents a summary of the WACOG region as a whole, as well as transportation providers in the area. Chapters 3-7 present individual plan elements for the five identified sub-regions; Bullhead City, Kingman, Lake Havasu, Mohave County, and La Paz County. Chapter 8 presents strategies for regional coordination and a summary of projects.

The sub-regional plan elements present more detailed information, including the transit service area, information on existing providers, service gaps, coordination strategies, and a program of projects for anticipated funding requests.

II. WACOG REGION OVERVIEW

The WACOG Region

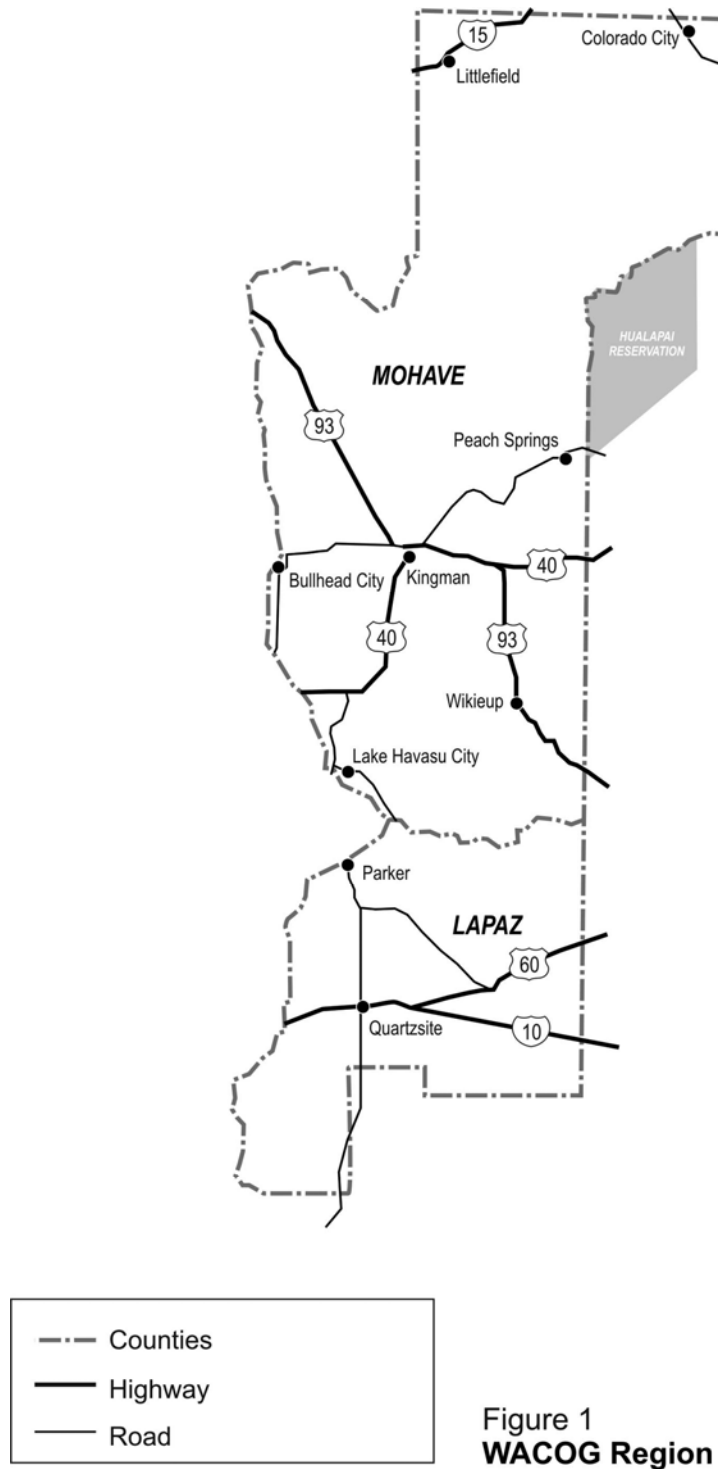
The Western Arizona Council of Governments (WACOG) is responsible for planning and delivery of various services from the Arizona State line in Northwest Arizona, to the Mexican border in Southwestern Arizona. WACOG is responsible for transportation planning for La Paz and Mohave Counties. Transportation planning for Yuma County is the responsibility of the YMPO and coordination strategies will be included in a separate plan.

The three counties share the Colorado River as the western border for the planning region. Figure 1 is a map of the WACOG area. Mohave and Yuma Counties are growing at one of the fastest rates in Arizona, while La Paz County is much smaller with a total population of approximately 21,000, with both Mohave and Yuma Counties having populations closer to 200,000. However, the La Paz County population increases enormously during the winter months when the “snowbirds” arrive. The demographics of the region consist of an elderly population of nearly 25%, with a large portion of the elderly being transportation dependant.

Western Arizona Council of Governments is a voluntary association of local governments established in 1971 by concurrent resolution of its member governments. The boundaries of Western Arizona Council of Governments comprise the county limits of Mohave, La Paz and Yuma Counties. The WACOG service area is referred to as Region IV.

There are numerous multi-jurisdictional challenges and opportunities confronting Western Arizona Council of Governments. Chief among these is the need to develop effective means of planning, cooperation and coordination of local governmental activities within a regional framework. A number of functional responsibilities have been assigned to Western Arizona Council of Governments. WACOG is the designated Regional A-95 Clearinghouse, the Community Action Agency, and the Area Agency on Aging. Planning activities and program delivery functions are conducted for Aging Services, Head Start, Transportation, Social Services, Community Services, Emergency Services and Community Development. In addition, issues of concern to entities within the area are undertaken by WACOG.

Three public transit systems serve the three largest cities, with numerous special needs transit providers providing transit services to their clients. Large geographical distances between population centers leads to high cost in delivery of transit services. Demands for transit services are expected to increase in future years as the population ages and growth continues.



Existing Transportation Providers

Rural Public Transit

The Federal Transit Administration (FTA) Section 5311 Rural Public Transportation Program provides funds for capital, operating and administrative assistance to local public bodies, nonprofit organizations, and operation of public transportation service in Non-Urbanized Areas. In addition to financial support, technical assistance is provided to transit agencies throughout the state to enhance the access to people in rural areas to healthcare, shopping, education, employment, public services, and recreation.

Currently there are three rural public transit agencies operating in the WACOG Region. Data from July 2005 to June 2006 has been summarized to provide a comparison of these programs. Updated and expanded information about these programs is included in the respective chapters for each sub-region, chapters III through VII.

Agency	Bullhead	Kingman	Lake Havasu	Total
Service Type	Dev/DR	Dev/Subs.	DR	
# of Vehicles	10	6	19	35
# of ADA Equipped	8	6	19	33
Total Expenses	\$ 796,811	\$ 506,493	\$ 1,678,830	\$ 2,982,134
Total Revenue	\$ 826,189	\$ 538,080	\$ 1,681,433	\$ 3,045,702
Farebox	\$ 159,546	\$ 68,710	\$ 343,945	\$ 572,201
Contract	\$ -	\$ -	\$ 2,055	\$ 2,055
Federal	\$ 301,131	\$ 198,733	\$ 533,256	\$ 1,033,120
State	\$ 33,910	\$ 22,349	\$ 47,429	\$ 103,688
Local	\$ 331,602	\$ 248,288	\$ 754,748	\$ 1,334,638
Capital Expenses	\$ 575	\$ 152,407	\$ 57,219	\$ 210,201
Federal	\$ 460	\$ 130,599	\$ 53,214	\$ 184,273
State	\$ -			\$ -
Local	\$ 115	\$ 21,808	\$ 4,005	\$ 25,928
Performance				
Vehicle Miles	273,343	154,045	571,279	998,667
Vehicle Hours	16,037	10,172	44,827	71,036
Passenger Trips	113,993	66,194	136,817	317,004
\$/Mile	\$ 2.92	\$ 3.29	\$ 2.94	\$ 2.99
\$/Hour	\$ 49.69	\$ 49.79	\$ 37.45	\$ 41.98
\$/Trip	\$ 6.99	\$ 7.65	\$ 12.27	\$ 9.41

Source: National Transit Database, Rural Data Reporting, July 2005 to June 2006

Bullhead City: BATS

Bullhead Area Transit System (BATS) provides deviated fixed route and dial-a-ride service within the city limits and connects with the Laughlin Connection, an intercity service to Laughlin, Nevada. BATS operates Monday through Saturday and provides 114,000 annual passenger trips with a fleet of ten vehicles.

Kingman: KART

KART is a two route, deviated fixed route system which provides service Monday through Saturday in the City of Kingman. The service provided over 66,000 passenger trips per year with a fleet of seven vehicles. The addition of a third route to reduce travel times and to access un-served transit dependent populations is under consideration.

Lake Havasu: HAT

Lake Havasu City provides demand response service within the Lake Havasu City limits and S.A.R.A. Park. Using a fleet of 18 vehicles which run seven days per week, Lake Havasu provides just under 140,000 passenger trips annually. Starting in October 2006, the service will change to a flexible fixed route system that will deviate to serve ADA and special needs passenger.

Elderly and Disabled Transportation Programs

For over twenty years, the Section 5310 Program has been providing private non-profit agencies and public agencies with capital assistance to purchase vehicles and related communication equipment. Statewide over 150 provider-agencies are assisted with funds from the Section 5310 program. Because of the significant range of number, age and use of vehicles, it is difficult to prepare a detailed inventory.

Based on information of grants awarded in the past three grant years, a snapshot of vehicles in service in the WACOG region includes:

Recipient	# of Service Sites Operated	Vehicles in Service	County
Bullhead City	2	2	Mohave
Hualapai Tribal Nation	1	1	Mohave
Kingman Regional Medical Center	1	1	Mohave
La Paz County Health Dept.	2	3	La Paz
Mohave County Senior Program	2	2	Mohave
Mohave Mental Health	2	2	Mohave
Mohave Senior Program	2	2	Mohave
New Horizon	1	2	Mohave
Silver Ridge	1	1	Mohave
West Care	3	3	Mohave

Source: Section 5310 Grant Awards for 2004, 2005, 2006

This inventory is limited to vehicles awarded in 2004 (Grant Year 29), 2005 (Grant Year 30) and 2006 (Grant Year 31) and may not reflect changes made to accommodate the needs of the local agencies.

Unmet Needs

There are many unmet transportation needs in the region. Based on stakeholder input received at workshops in December, 2006 and February 2007, these include: increasing need to serve diverse origins and destinations, more funding and better use of existing funding, long distance medical transportation and regional connector services.

The Regional Plan Process

This plan was developed through a collaborative process. Two region-wide workshops were held in Kingman, one in December 2006 and one in February 2007. All existing providers and other stakeholders were invited to participate.

At the December workshop, participants were asked: to summarize existing transportation services and existing coordination efforts; to identify unmet needs (service gaps); and to explore further coordination options. Information was presented by the project consultant on: coordination options; new federal programs and changes to existing federal programs; and strategies for involving others and developing additional coordination projects for 2007 and beyond.

Between the December and February workshops, participants were asked to meet on their own to identify additional potential partners and to further explore coordination opportunities. Based on those discussions, they were asked to submit a draft coordination planning worksheet to the consultant team by mid-January 2007. Based on those submittals, the consultant team prepared a draft *Regional Transportation Coordination Plan* and sent that out to the region for comment.

In February 2007, a second regional workshop was held. The draft *Regional Transportation Coordination Plan* was presented and comments were solicited. Participants were asked to help fill any gaps in terms of providers included in the plan and to finalize their anticipated funding requests from the FTA 5307, 5310, 5311, 5316 and 5317 programs for the years 2007 through 2009.

This final *Regional Transportation Coordination Plan* was developed based on comments received on the draft plan.

Program Priorities and Evaluation Criteria

Service Priorities

The following preliminary priorities were established for funding the FTA 5310, 5311, 5316 and 5317 programs. These will be refined in future years.

1. **Need:** projects which address a demonstrated need
2. **Effective use of funds:** projects which provide (or facilitate) a high volume of trips given the resources expended
3. **Collaborative process:** projects developed through a collaborative planning (project development) process
4. **On-street coordination:** projects which demonstrate sharing of resources. For example, projects showing multiple client use of vehicles will have a higher priority than single-agency services
5. **Operational capability** – projects which are operationally feasible and demonstrate accessibility, safety/training and effective maintenance
6. **Management capability** – grantee agencies which demonstrate strong management capability

Evaluation Criteria

Regional evaluation teams assembled by COGs and MPOs will provide initial review of applications for FTA projects (excluding 5307). This review process was initially established to assess and rank FTA 5310 applications each year (5311 projects are evaluated through a separate process). After the regional review, the COGs and MPOs forward their prioritized award recommendations to ADOT for its review of overall program compliance and budget impact, prior to the Department's statewide grant submittal to the FTA.

Beginning in 2007, this same process will also be used for the 5316 and 5317 programs in all regions except Maricopa and Pima counties, which have their own 5316 and 5317 review schedules. ADOT's evaluation criteria, for COGs and MPOs to use in evaluating projects, are included in each grant application packet.

Given changes included in SAFETEA-LU legislation and subsequent FTA guidance, a new "mobility management" function is now included as an allowable expense under the 5307, 5310, 5311 and 5316 programs. As a result, the rural Councils of Governments (COGs) and the Metropolitan Planning Organizations (MPOs) in Urbanized Areas, which host the regional review teams, may be applying for mobility management funds themselves. To avoid conflict of interest with other applications for mobility management applications, ADOT will make a determination relative to these COG or MPO mobility management applications outside of the "regular" project review process, based on its evaluation of how effectively such a function will support the state's coordination goals and objectives.

The chapters that follow present individual sub-region elements of this Regional Transportation Coordination Plan:

- Chapter III – Bullhead City Sub-Region
- Chapter IV – Kingman Sub-Region
- Chapter V – Lake Havasu Sub-Region
- Chapter VI – Mohave County Sub-Region
- Chapter VII – La Paz County Sub-Region

A summary of the strategies for regional coordination and a summary of projects are presented in Chapter VIII.

III. BULLHEAD CITY SUB-REGION

Existing Transportation Providers

The Bullhead City Sub-region includes Bullhead City and the service area of Bullhead Area Transit System (BATS).

Bullhead Area Transit System (BATS)

The Bullhead Area Transit System (BATS) provides transit services that are suited to community characteristics and ridership levels. BATS has been providing general public transportation since December 1, 2000. The service boundaries are the city limits of Bullhead City along with a coordinated connection to Silver Rider, Laughlin's public transit system, linking the communities of Bullhead City, Arizona and Laughlin, Nevada.

The BATS Red Line Route operates from 6:30 am until 8:30 pm, Monday through Friday and operates from 8:30 am until 8:30 pm on Saturdays. The Red Line Route consists of two buses operating north and south along Highway 95 providing hourly deviated service and connections to the Blue Line.

The BATS Blue Line Route operates from 5:30 am until 8:30 pm, Monday through Friday and operates from 8:30 am until 8:30 pm on Saturdays. The Blue Line operates hourly and offers deviated service traveling east and west with connections to the Red Line service.

BATS also offers a demand responsive service for those passengers that prefer curb-to-curb service, passengers needing assistance, or passengers traveling with a mobility device. BATS operates this demand responsive service from 6:00 am until 7:00 pm, Monday through Friday and from 6:00 am until 5:00 pm on Saturdays.

The ten vehicle fleet, all lift equipped with two tie-downs, includes:

Make	Year	Mileage (000)	# of Seats	Condition
Ford	2000	208,400	15	Poor
Dodge	2002	149,300	15	Adequate
Dodge	2003	147,700	15	Adequate
Dodge	2005	163,200	11	Adequate
Bluebird	2006	87,700	24	Adequate
Freightliner	2004	69,500	30	Good
Chevy	2005	78,600	15	Excellent
Chevy	2005	66,900	15	Excellent

Chevy	2005	65,800	15	Excellent
Chevy	2006	23,500	15	Excellent

Two new vehicles are on order to be delivered; a 30 passenger larger bus and a 15-passenger cutaway style vehicle.

Annual Service Data for the ADOT FY 05/06 reports:

- Total Operating and Administrative Budget: \$927,570
- Annual Vehicle Miles: 274,643
- Annual Vehicle Hours: 16,292
- Annual Passenger Trips: 116,981

BATS currently works with public and private entities such as the DES, CPS, Mohave Mental Health and the Senior Center to assist in their transportation needs.

Silver Ridge Village

Silver Ridge Village is a skilled nursing facility serving the elderly and disabled populations of Bullhead City, the Mohave Valley and surrounding areas. Two 5310 vans serve the public in transporting low and fixed income elderly and disabled residents to doctor's office visits, dialysis, x-rays, transportation between the (3) local hospitals, and for recreational activities for the nursing facility residents Silver Ridge Village has agreements to ensure that the needs of other related service organizations in the area can use these transportation services as their needs increase, including the River Gardens Rehab & Care Center, Rustler's Outpost Learning Center, the Lingenfelter Center and The Lily Pad Day Care Center. Under this service plan, 90% of the van usage will be to service the primary medical transport necessities of the elderly/disabled population. The remainaing 10% will encompass recreational activities or intergenerational activities with Rustler's Outpost and The Lily Pad Day Care Center.

Vehicle Inventory:

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Eldorado	2003	0-10		Fair

Annual Service Data: (for 2005)

- Total Op. and Admin. Budget: No separate budget information is available
- Annual Vehicle Miles 13,000 miles
- Annual Vehicle Hours 2,340 hours
- Annual Passenger Trips 1,248 trips

Mohave Mental Health Center

The Mohave Mental Health Center provides mental health services in the sub-region. They provide transportation services to support client needs. Additional information is provided in the Kingman Sub-region section.

Other Providers

Limited information is available about other transportation services in Bullhead City. It was reported that the Bullhead City Senior Center has two vehicles, the local taxicab service fluctuates, and there are several churches with buses. No inventory information was submitted by these organizations.

Assessment of Needs

Based on stakeholder meetings, the following unmet needs were identified.

- BATS
 - Fixed Route on east side of city
 - Service for Mohave Blvd and New Hospital
 - Software for dispatch
 - Separate maintenance facility; currently by Bullhead City Fleet Shop
 - Highway turnouts for buses
 - Shelters/Lift Maintenance
 - Training
 - Need to address service connecting Kingman/Bullhead City, Laughlin, and Las Vegas. Partner with Silver Rider Transit
- Silver Ridge Village
 - Struggles with balancing appointments for dialysis
 - Only one van; multiple elderly and disabled trips

Coordination Strategies to Address Needs

Strategies that BATS has identified to implement coordination that include:

- Technology support
- New routes
- Bullhead to County Court in Kingman
- Coordinate schedules/service with Silver Rider, Silver Ridge
- Work with Emergency Resource Center/Kingman Resource Center
- Training
- Vehicle sharing/insurance/maintenance

- Mohave County Seniors Program uses funds from the Title III Older Americans Act, WACOG transit funding, general fund, and LTAF II funds. The potential for transferring senior services to BATS is discussed in Chapter VI.

The three rural general public transportation providers, BATS (Bullhead City), KART (Kingman), and HAT (Lake Havasu) are meeting regularly to discuss opportunities for interagency coordination and expansion of regional service. A discussion of the proposed regional coordination projects is included in Chapter VIII, Regional Coordination and Summary of Projects.

Sub-region Program of Projects Summary

Desired projects by each agency (and funding sources) are listed below. The table on the following pages show the funding planned by BATS for the years 2007 through 2009.

BATS

FTA Section 5310 – Information about the purchase of replacement or expansion of vehicle for Senior Center Service provided by Mohave County in Chapter VI.

FTA Section 5316 – No Projects

FTA Section 5317 – No Projects

FTA Section 5311 – Add Additional Deviated Fixed Route
1 New / 2 Replacement Vehicles per Year
Purchase Scheduling Software
Expand Marketing Program
Additional Shelters

Silver Ridge Village

FTA Section 5310 – Purchase of replacement vehicle in 2008

FTA Section 5316 – No Projects

FTA Section 5317 – No Projects

FTA Section 5311 – No Projects

PROJECT PLANNING WORKSHEET				
Agency <u>Bullhead Area Transit System</u>		Contact Person <u>Ken Fulton</u>		
Phone <u>928-763-9400 x374</u>		E-mail <u>transit1@bullheadcity.com</u>		
Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	Two Vehicles for RV Senior Center	0	0	130,000
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating	Additional Deviated Fixed/1 Each Year	966,549	1,136,549	1,306,549
Vehicle (new/replacement)	1 New / 2 Replacement Each Year	297,000	317,790	340,035
Equipment	Office Supplies/Equipment	9,063	10,422	11,465
Mobility Management	Purchase Scheduling Software/Maint.	65,000	7,200	7,920
Other	Marketing/Advertising/Printing/Shelter	40,686	58,186	75,686
		\$ 1,378,298	\$ 1,530,147	\$ 1,741,655
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

Western Arizona Regional Transportation Coordination Plan

Agency Silver Ridge Village
Phone 928-718-0718

Contact Person Derren Vandeman
E-mail redeemedandforgiven@hotmail.com

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital Replacement vehicle Expanded service vehicle Radio equipment Mobility Management Other	Replace vehicle		\$ 44,000	
FTA Section 5316-Job Access Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other				
FTA Section 5317-New Freedom Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other				
FTA Section 5311-Rural General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other				
FTA Section 5307-Urban General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

IV. KINGMAN SUB-REGION

The Kingman Area Sub-region includes the City of Kingman and the service area of Kingman Area Regional Transit (KART).

Existing Transportation Providers

Kingman Area Regional Transit (KART)

KART operates four deviated service routes, along with a dedicated curb-to-curb bus, Monday – Friday from 5 a.m. to 8 p.m. and on Saturday from 9 a.m. to 7 p.m. Two of the routes have been in operation for a short time and limited data is available about ridership. The service area is the Greater Kingman Area and serves many transit dependent clients in the Butler Area. Riders consist of the elderly, disabled, workers, medical appointments, shopping and a variety of ages. With a recent change in school bus service area, more students are expected to be riding KART.

The six vehicle fleet, all lift equipped with two tie-downs, includes

Vehicle Make	Vehicle Model	Year	# of Seats	Condition/Vehicle #
Ford	Bus	2003	15 Passenger	Fair COK#1910
Ford	Bus	2003	15 Passenger	Fair COK#1911
Ford	Bus	2003	15 Passenger	Fair COK#1912
Ford	Supreme Senator	2004	12 Passenger	Good COK#1913
Ford, Aerotech	El Dorado	2006	15 Passenger	Excellent COK#1914
Ford, Aerotech	El Dorado	2006	15 Passenger	Excellent COK#1915

Annual service data for 2006 include the following.

- Annual passenger trips: 67,053
- Annual vehicle hours: 10,485
- Annual vehicle miles: 156,944
- Total operating and administrative budget: \$546,083

Mohave County Association of Retarded Citizens (MARC)

Transit services are provided for special needs clients for training and living skills workshops and employment. Serving Greater Kingman area and surrounding communities.

Vehicle Inventory:

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
98 FORD	Maxi van	98	15	0	good
2000 Dodge	Maxi van w lift	2000	9	2	good
2002 Ford	Maxi van	2002	15	0	Very good
94 Ford	Maxi van w lift	1994	9	2	fair

Annual Service Data: (for 2005)

- Total Op. and Admin. Budget: \$100,000 +
- Annual Vehicle Miles 120,000 miles
- Annual Vehicle Hours 4,160 hours
- Annual Passenger Trips 9,000 +

The Gardens Rehab and Care Center

The Gardens is a skilled nursing facility serving the elderly and disabled populations of Kingman and surrounding areas. Two 5310 vans serve the public in transporting low and fixed income elderly and disabled residents to doctor's office visits, dialysis, x-rays, transportation between the (3) local hospitals, and for recreational activities for the nursing facility residents Silver Ridge Village has agreements to ensure that the needs of other related service organizations in the area can use these transportation services as their needs increase, including the River Gardens Rehab & Care Center, Rustler's Outpost Learning Center, The Gardens Rehab & Care Center, The Lingenfelter Center and The Lily Pad Day Care Center. Under this service plan, 90% of the van usage will be to service the primary medical transport necessities of the elderly/disabled population. The remaining 10% will encompass recreational activities or intergenerational activities with Rustler's Outpost and The Lily Pad Day Care Center.

Mohave Mental Health Center

The Mohave Mental Health Center provides mental health services in the region. They provide transportation services to support client needs. In addition to Kingman, they have vehicles based in Lake Havasu City and Bullhead City. Vehicle location is shown below.

Bullhead City - 1993 Ford, 8 passenger van with lift; 1999 Ford, 12 passenger van-no lift, 2005 Chevy, 7 passenger van-no lift

Lake Havasu City - 1992 Dodge, 8 passenger with lift, 1997 Dodge 12 passenger with lift, 2001 Dodge, 12 passenger-no lift

Kingman - 1992 Ford, 15 passenger-no lift, 1994 Dodge, 8 passenger-no lift, 2000 Chevy, 8 passenger-no lift, 2002 Ford, 12 passenger-no lift, 2003 Ford, 8 passenger with lift, 2004 Ford, 8 passenger with lift

Other Services

Operation Blessing provides service for meals on wheels as well as support for the food bank. Recent changes in Health Department requirements for refrigeration will impact the service they can provide. There is also potential to coordinate services with the Kingman Work Activities Center.

Assessment of Needs

The following needs were identified by the stakeholders:

- State provides AHCCCS to clients who need medical transportation but do not mandate “public” transportation as the first option of choice.
- Local Council support of general funds or dedicated funding to support coordination efforts.
- State has LTAF II but changes to the distribution formula is unpredictable and transit agencies cannot depend on funding. A dedicated source of funds needs to be developed.
- No one-stop center for information.
- No coordinated service center for total demand of transportation in the community.
- Dispatch software.
- Inter-agency insurance issues with drivers and vehicles.
- Highways built with transit access in place on major highways in the State along with the City.
- Need to address the growing senior population in the three cities as well as the county.
- Providing transportation is not the only issue. Some individuals require much more assistance with transportation than arriving at the curb. What do you do with these clients when time is a factor, liability exposure and limited resources or funding to address these clients?

Coordination Strategies to Address Needs

Existing coordination efforts include:

- KART started transportation of Section 5310 funded seniors from Mohave County Seniors Program on September 18, 2006 with passes purchased by Mohave County. Mohave County Seniors Program uses funds from the Title III Older American Act, WACOG transit funding, general fund, and LTAF II funds. The potential for transferring senior services to KART is discussed in Chapter VI.
- KART also provides transportation to inter-agencies, such as D.E.S., State, Juvenile, Probation Department, County Court and extends a discounted fee for transporting their clients.

Expanded coordination efforts include:

- The three rural general public transportation providers, BATS (Bullhead City), KART (Kingman), and HAT (Lake Havasu) are meeting regularly to discuss opportunities for interagency coordination and expansion of regional service. A discussion of the proposed regional coordination projects is included in Chapter VIII, Regional Coordination and Summary of Projects.
- On a local level, KART will continue to pursue coordination efforts with all agencies to streamline transportation for transit dependent clients and other agencies so that all agencies are utilizing funding to best suit the needs of the community for mobility.

Sub-region Program of Projects Summary

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

KART

FTA Section 5310 – None at this time.

FTA Section 5316 – Job Access

The Kingman Industrial Park would like KART to resume transportation for their workers. There may be potential grant funding from the JARC program. However, no local matching funds are available from Kingman.

FTA Section 5317 – New Freedom

In order to expand our coordination efforts, KART maybe interested in funding under the “Mobility Management” to assist in these efforts. However, no local matching funds are available from Kingman.

FTA Section 5311 – Rural General Public

KART currently is operated by using Section 5311 grant funds and will be continuing in this program.

Mohave Association of Retarded Citizens

FTA Section 5310 – Requesting replacement vehicles in 2007 and 2009

Gardens Rehab Center

FTA Section 5310 – Requesting replacement vehicle in 2007

Mohave Mental Health Center

FTA Section 5310 - Requesting a 6-7 passenger minivan (no lift/no ramp) to expand our services in Kingman in 2007; a minivan in 2008 for Bullhead City and a minivan for Kingman in 2009.

PROJECT PLANNING WORKSHEET				
Agency <u>Kingman Area Regional Transit (KART)</u>		Contact Person <u>Laura Henry</u>		
Phone <u>928 718 1470</u>		E-mail <u>lhenry@cityofkingman.go</u>		
		Anticipated Total Cost		
Project	Project Description	Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital	IGA between Mojave County/City of Kingman under discussion.			
Replacement vehicle				
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management	Support Coordination Efforts	\$38,000	\$41,800	\$45,980
Other				
FTA Section 5311-Rural General Public				
	Provide rural transit services in the Greater Kingman area with four deviated fixed routes and one dedicated curb-to-curb for Section 5310 clients. Operates Monday-Friday from 5 am to 8 pm, Saturday 9 am to 7 pm.			
Operating		\$821,600	\$903,760	\$994,136
Vehicle (new/replacement)		\$100,000	\$140,550	\$144,000
		(New)	(Replace)	(Replace)
Equipment		\$40,365	\$1,900	\$400
Mobility Management				
Other				
	Technology Upgrades		\$9,500	
	Dispatching/Schedule Software	\$68,000	\$10,000	
	Bus stop Shelters/Signs/Stops	\$40,000		\$27,000
	Maintenance/Transit Facility Study in 2007 **			
	City may build facility and lease to KART	<u>\$1,635</u>	<u>\$315,000**</u>	
	Section 5311 Subtotal	\$1,071,600	\$1,380,710	\$1,165,536
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET

Mohave Ass'n of retarded citizens
same

Contact Person __ Karen S
E-mail _____ same

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	2007 & 2009 maxi van w lift	45,000	0	40,000
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET

Agency The Gardens Rehab and Care Center
Phone 928-718-0718

Contact Person Derren Vandeman
E-mail redemedandforgiven@hotmail.com

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	Replace vehicle	\$ 44,000		
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET

Agency Mohave Mental Health
Phone n/a

Contact Person Mary Wagner
E-mail MARY.MOHAVE2narbha.org

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	2008 Bullhead City, 2009 Kingman		\$23,000	\$23,000
Expanded service vehicle	Expand service for SMI clients	\$23,000		
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

V. LAKE HAVASU SUB-REGION

The Lake Havasu Area Sub-region includes Lake Havasu and the service area of Havasu Area Transit (HAT).

Existing Transportation Providers

Havasu Area Transit (HAT)

HAT provides scheduled bus service with five fixed routes with Paratransit service for the elderly and disabled. All areas within the city limits are available to the service. The county areas of Desert Hills and Horizon Six are also served.

Hours of operation:

Fixed Route: Monday – Friday 6:00am – 7:00pm and Saturday 6:00am – 6:00pm.

Paratransit: Monday – Friday 7:00am – 7:00pm and Saturday 8:00am – 6:00pm for elderly and disabled.

Curb to Curb service is available to all areas: Monday – Friday, 7:00pm – 9:00pm. 24 hour advanced reservations are required.

The sixteen vehicle fleet, all lift equipped, includes:

HAT Vehicle Number	Year	# of Seats/ WC Tie-Downs	Condition
1	2006	10/2	New
2	1998	8/2	Fair
3	1999	8/2	Fair
7	2000	8/2	Fair
8	2004	8/2	Good
9	2002	8/2	Fair
10	2004	8/2	Good
11	2004	8/2	Good
112	2004	8/2	Good
13	2004	8/2	Good
17	2001	8/2	Fair
18	2001	8/2	Fair
19	2002	8/2	Fair
20	2002	8/2	Fair
21	2004	8/2	Good
22	2004	8/2	Good

Two vehicles are out of service and scheduled to be sold at auction. Six new 20-passenger vehicles will be delivered in May 2007.

Annual service data for 2006 include the following.

- Annual passenger trips: 132,553
- Annual vehicle hours: 43,289
- Annual vehicle miles: 549,945
- Total operating and administrative budget: \$1,688,505

New Horizons

Located in Lake Havasu, New Horizons provides transit services to the developmentally disabled community. In addition they provide transportation to the Special Olympics practices and competitions. A detailed inventory of services was not provided.

Mohave Mental Health Center

The Mohave Mental Health Center provides mental health services in the sub-region. They provide transportation services to support client needs. Additional information is provided in the Kingman Sub-region section.

Assessment of Needs

The following needs were identified by the stakeholders:

- 5310 program, more providers of senior and disabled ride programs in Lake Havasu City. Currently, 95% of these rides are provided by HAT as 5310 programs did not flourish during the 20 years of demand response service provided by the city transit service.
- Adult Day Care: fragile riders, require assistance
- Special Olympics training sessions
- Prestige Care Facility – need help with screening riders to determine specific health requirements/need for attendant. Serving a wide range of rider needs.

Coordination Strategies to Address Needs

Existing coordination efforts include:

- Planning together successfully with BATS and KART
- Transit Advisory Committee broad-based: School District, MMH, New Horizons, Hospital, Salvation Army, Special Olympics, Interagency (respite/adult day care). Very active during transition from DAR to fixed route.
- New Horizons participates in all coordination planning meetings as well as sitting on the HAT transit committee.
- Transit is the fastest growing program with the number of users and rides growing for New Horizons.

Expanded coordination efforts include:

- The three rural general public transportation providers, BATS (Bullhead City), KART (Kingman), and HAT (Lake Havasu) are meeting regularly to discuss opportunities for interagency coordination and expansion of regional service. A discussion of the proposed regional coordination projects is included in Chapter VIII, Regional Coordination and Summary of Projects.
- Locally, HAT has been trying to get more 5310 programs started to help with the large number of elderly and disabled rides.

Sub-region Program of Projects Summary

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

HAT

FTA Section 5310

None at this time. As HAT provides more service to the elderly, an evaluation of vehicle needs will be completed and a request for capital funding submitted if needed.

FTA Section 5316 – Job Access

FTA Section 5317 – New Freedom

FTA Section 5311 – Rural General Public

Havasu Area Transit – Operating, administration.

Vehicle fleet enlargement, Mobile Data Terminals on vehicles.

New facility construction in 2009 - 2010.

FTA Section 5307 – Urban General Public

To be addressed after the 2010 US Census. Lake Havasu may transfer into a small urbanized area (UZA)

New Horizons

FTA Section 5310

Requesting two vehicle, one replacement and one expansion in 2007

Requesting two vehicle, one replacement and one expansion in 2009

PROJECT PLANNING WORKSHEET				
Agency: <u>Havasu Area Transit</u> Phone : <u>928-453-6455</u>		Contact: <u>Gary Parsons</u> Email: <u>parsonsg@lhcaz.gov</u>		
Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital Replacement vehicle Expanded service vehicle Radio equipment Mobility Management Other				
FTA Section 5316-Job Access Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other				
FTA Section 5317-New Freedom Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other				
FTA Section 5311-Rural General Public Operating & Administration Vehicle (new/replacement) Equipment Mobility Management Facility Construction	Fixed Route with Paratransit service	1,500,000 580,000 45,000	1,630,000 180,000 15,000	1,780,000 192,000 5,000
	5311 Subtotal	2,125,000	\$ 1,825,000	<u>1,100,000</u> \$3,077,000
FTA Section 5307-Urban General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET

Agency New Horizons
Phone 928-855-9392

Contact Person Terry Delia
E-mail New_Horizons_Center@hotmail.com

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	1 Replacement Mini-Van in 2007 and 2009	\$ 23,000		\$ 23,000
Expanded service vehicle	1 Replacement Cutaway in 2007 and 2009	\$ 48,000		\$ 48,000
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

VI. MOHAVE COUNTY SUB-REGION

The Mohave County Sub-region includes the unincorporated areas in Mohave County. Historically, the County has provided support for the Title III-Older Americans Act transportation services provided by Senior Centers at various locations in the County. Colorado City was also included in this sub-region.

Existing Transportation Providers

Mohave County Senior Program

The Mohave Senior Program provides door to door transit service for senior disabled citizens and senior citizens ages 60 and above. Handicap vehicles are available. All services are donation based. Services are provided to Mohave county residents except for citizens in extremely remote areas. Services are provided in most cases from 8:00 a.m. to 4:00 p.m. Remote areas received services on a part-time basis. A vehicle inventory is presented in Appendix C.

Annual Service Data: (for 2005)

- | | |
|--------------------------------|--------------------------|
| • Total Op. and Admin. Budget: | \$128,000 Transit budget |
| • Annual Vehicle Miles | 166,742/current YTD est. |
| • Annual Vehicle Hours Est. | 22,100 hours |
| • Annual Passenger Trips | 48,659 trips |

Current Coordination/Needs:

Mohave County is in the process of negotiating IGA's with each of the major cities. The County plans to provide state LTAF II funding to the cities and purchase tokens/vouchers/coupons in return for transit to senior citizens within the major cities. The county will then focus on transporting disabled citizens and seniors in the rural areas.

Hualapai Tribal Nation

The Hualapai Tribal Nation will provide transportation services that connect low-income residents on the Hualapai Indian Reservation with available jobs and entrepreneurial opportunities at Grand Canyon West (which is also on the Hualapai Reservation). Currently, the Hualapai Tribe provides transportation to elderly, disabled, and low-income residents through the Hualapai Health Department. The Health Department possesses 10 vehicles, two of which were purchased with a grant from ADOT and the FTA 5310 program. The other vehicles were purchase with tribal funds. In addition, the Tribal enterprise – Grand Canyon Resort Corporation – provides limited transportation services from Peach Springs to Grand Canyon West using three older vans that are not durable for sustained travel on rugged dirt roads.

WestCare

WestCare contracts with child protective services with countywide referrals from case managers, WestCare provides services to and from appointments, visits, school, and work with in Mohave County seven days a week from 7am-7pm.

Vehicle Inventory:

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Chevy	Venture	2003	7	0	Fair
Chevy	Venture	2004	7	0	Fair
Ford	E-350 Bus	2003	10	2	Good
Ford	E-350 Bus	2004	10	2	Good
Chevy	Uplander	2006	7	0	Good
Chevy	Astro	1997	8	0	Poor
Plymouth	Voyager	1991	7	0	Poor

Annual Service Data: (for 2005)

- Total Op. and Admin. Budget: \$300,000.00
- Annual Vehicle Miles Approximately 36,000 per vehicle
- Annual Vehicle Hours Approximately 4,000 per vehicle
- Annual Passenger Trips Approximately 17,000

Central Arizona Council for Developmentally Disabled

This agency presently provides transportation services for folks with various types of disabilities and of all ages in Pinal and Gila Counties. Vehicles are used for transporting clientele to various types of doctor appointments, recreational facilities, religious and community activities. These services will be available 24 hours a day 7 days a week in all of Mohave County.

Vehicle Inventory:

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Econoline	2005	11	2	Good
Chevy	Uplander	2005	8		Good
Chevy	Uplander	2006	8		Good

Annual Service Data: (for 2005)

- Total Op. and Admin. Budget: Unknown at this point due to fluctuation in fuel costs.
- Annual Vehicle Miles 25,000

- Annual Vehicle Hours 1,040
- Annual Passenger Trips 312

Colorado City

Colorado City operates one van under the FTA Section 5310 program. This vehicle provides service on-call, usually one person at a time. Most trips to St. George and Flagstaff. St. George is 45 minute drive and many trips are over 100 miles. For more economical operations on the long trips, Colorado City would like a smaller van/vehicle. Service is provided with no charge.

Assessment of Needs

The following needs were identified by the stakeholders:

- WestCare needs include
 - GPS vehicle location service
 - Child seats
 - Vehicle have over 100,000 miles of service
- Growing senior population in County.
- Colorado City would like an AHCCCS provider for the area.
- Colorado City is currently not able to serve other small towns in the area, especially three small areas south of Colorado City (Cane Beds, Centennial Park, as well as CO City. Tie to Fredonia and Page.

Coordination Strategies to Address Needs

Mohave County is negotiating IGA's with each of the major cities and will provide state LTAF II funding in return for transit services to disabled citizens and seniors within city limits. Mohave County currently purchases transit passes from the cities to ensure low income seniors and disabled citizens are able to access services.

Mohave County is working with the cities to provide a link between our rural transit services and the city bus system. Currently there are bus stops at two of the County senior centers and are coordinating pick-ups and drop offs with the cities.

Central Arizona Council on Developmental Disabilities is working with the Division of Developmental Disabilities to fund transportation services for DD customers.

Based on the geographic location of Colorado City and the proximity to Utah, it is more reasonable to look for coordination opportunities to the north rather than in Mohave County.

Sub-region Program of Projects Summary

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

Mohave County

Section 5310

Mohave County has a history of applying for 5310 vehicles. However, they will not apply for funding in 2007 with funding for replacement vehicles requested in 2008 and 2009. This level of vehicle replacement will not maintain the fleet. During this transition to partnership with the local transit agencies, KART, BATS, and HAT, there will need to be flexibility in the commitment to vehicle purchases if these agencies take possession of Mohave County vehicles and assess future fleet requirements.

Previous recipient, Mohave Mental Health, did not submit requests for purchase of vehicles.

FTA Section 5316 – Job Access – No Projects

FTA Section 5317 – New Freedom – No Projects

FTA Section 5311 – Rural General Public – No Projects

FTA Section 5307 – Urban General Public – No Projects

Central AZ Council on Developmental Disabilities

FTA Section 5310

Considering expanded service with a wheelchair equipped van to provide transportation and community mobility to consumers who otherwise are not able to access the community due to their disabilities.

Hualapai Tribal Nation

FTA Section 5316

The Hualapai Tribal Nation will apply for a larger bus to transport employees from Peach Springs to the Sky walk at Grand Canyon West. Additionally, the Hualapai Tribal Nation has requested planning funds from the new FTA Tribal assistance program.

WestCare

FTA Section 5310

Replacement vehicle and additional vehicle to better assist the needs in community.

PROJECT PLANNING WORKSHEET

Agency: Mohave County Senior Programs
Phone: 928-753-0743

Contact Person __ Brad Bixler
E-mail _____ brad.bixler@co.mohave.az.us

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle		n/a	\$25,000	\$26,000
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET

Agency Central Arizona Council on Developmental Disabilities
 Phone 928-377-2298

Contact Person Brittany McIntosh
 E-mail brittany_NM@hotmail.com

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital	Expanded service vehicle to provide transportation services for both ambulatory and non-ambulatory consumers so that this population has total access to the community			
Replacement vehicle		\$ 42,000	\$ 42,000	\$ 42,000
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET

Agency WestCare
Phone (928)768-1500

Contact Person Michele Walker/ Debbie Marcusson
E-mail michele.walker@westcare.com
debbie.marcusson@westcare.com

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	In need of replacement vehicle	\$ 25,000	\$ 54,000	\$ 27,000
Expanded service vehicle	Additional vehicles needed	\$ 52,000	\$ 26,000	\$ 52,000
Radio equipment	In need of GPS units/Cell Phones	\$ 6,000	\$ 6,000	\$ 6,000
Mobility Management				
Other				
		\$ 83,000	\$ 86,000	\$ 85,000
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET

Agency Hualapai Tribal Nation
Phone (928)769-2216

Contact Person Jack Erhardt
E-mail hualapaiplanning@citilink.net

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle		\$ -	\$ -	\$ -
Expanded service vehicle		\$ -	\$ -	\$ -
Radio equipment		\$ -	\$ -	\$ -
Mobility Management				
Other				
		\$ -	\$ -	\$ -
FTA Section 5316-Job Access				
Operating (new service)	New service operating expenses	\$ 30,000	\$ -	\$ -
Vehicle (new/replacement)	Large bus	\$ 85,000	\$ -	\$ -
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

VII. LA PAZ COUNTY SUB-REGION

The La Paz County Sub-region includes the Town of Quartzsite and other rural areas of La Paz County.

Existing Transportation Providers

La Paz County

Service is currently provided in four passenger vans. Each van has a capacity of between eight and ten passengers. Service is funded by County and WACOG. Locations that are served include Parker, Ehrenburg, Bouse and Wickenburg and Surprise to the east. A donation of three dollars is suggested for the trip to Parker.

Town of Quartzsite

The Town of Quartzsite provides on demand service within Quartzsite Monday through Friday to riders who are elderly or disabled. Service is also provided to special community events on weekends. Once a week service is provided to surrounding communities of Blythe, Parker. Once a month service is provided to Lake Havasu City with twice a month service to Yuma.

The vehicle fleet includes:

Vehicle Make	Vehicle Model	Year	# of Seats/ WC Tie-Downs	Condition
Dodge	Van	1995	8/1	Poor
Dodge	Van	1996	8/1	Good
Ford	Van	2001	10/1	Good
Ford	Van	2007	9/2	New

Annual service data for 2006 include the following.

- Annual passenger trips: 9,906
- Annual vehicle hours: 1,584
- Annual vehicle miles: 14,752
- Total operating and administrative budget: \$55,143

Assessment of Needs

The following needs were identified by the stakeholders:

- Coordination is difficult due to distances/sparse population.

- Need to accommodate dramatic population increases in the winter months.

Coordination Strategies to Address Needs

Existing coordination efforts include:

- The two agencies will talk to see where they can assist each other or form agreements regarding who is serving who and when. Currently there are informal rules regarding who is serving who (communities).
- For La Paz County, current coordination efforts have been in response to riders needs. There is a commitment to every effort to enable riders to get where they need to go, serving La Paz County, specifically, the Parker area, the outlying areas of Ehrenberg, Salome and Wenden. The Quartzsite area as they have their own transportation service.
- A Town of Quartzsite local ordinance created the Health and Development Services Board to oversee the coordination of needs within the community. This municipal board has begun to assess transportation needs for the elderly, disabled, and general rural population in coordination with local churches, the senior center and health care providers.

Expanded coordination efforts include:

- Need to coordination better – information, referral, agreements re who is serving which communities, when and how they can work together to better serve the population of La Paz County.
- Quartzsite has requested some help in getting their residents to Parker. La Paz County has agreed to provide service from our Ehrenberg route. This would consist of the La Paz van leaving Parker to Ehrenberg, continuing into Quartzsite, picking up riders from a centralized location, then returning to Parker. Return would follow the same route.

Sub-region Program of Projects Summary

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

La Paz County

FTA Section 5310

Transportation will request two Mini Vans to help save the cost of fuel and provide most of the local services. Service is currently provided by 4 vans with operational lifts. Two are utilized in the outlying areas and two are available for use in the Parker area. The lift vans in the Parker area are the older vehicles. A Cutaway Van with lift is requested in 2008 or 2009.

The Section 5310 program cannot provide funding for operations. However, La Paz County needs funds for driver's salaries and benefits. Full-time drivers have had a substantial increase this last year and the County is planning to increase the part-time driver's wages to get maintain better candidates for our positions. Funding level that is needed has been included at the bottom of the La Paz County budget.

FTA Section 5316 – Job Access – No Projects

FTA Section 5317 – New Freedom – No Projects

FTA Section 5311 – Rural General Public – No Projects

La Paz County would need to organize a general public transit service to qualify for funding under this program.

FTA Section 5307 – Urban General Public – No Projects

Town of Quartzsite

FTA Section 5310

Requesting funding for a 10 passenger cutaway van with lift and 2 exterior scooter transportation units and for mobility management funds to improve and facilitate access to transportation services. The Town will be partnering with the senior center, churches and health care providers as well as providing information, referrals, and access to senior housing to improve service.

FTA Section 5316 – No Projects

FTA Section 5317 – New Freedom – No Projects

FTA Section 5311 – Rural General Public – No Projects

PROJECT PLANNING WORKSHEET

Agency La Paz County Health Dept
Phone 928-669-1100

Contact Person Connie Mathewson
E-mail cmathewson@co.la-paz.az.us

Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital	2 new Mini-Vans with dual A/C for 2007 and a Maxivan in 2009	\$ 60,000		\$ 50,000
Replacement vehicle				
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Funding needed for operations. Not eligible under the Section 5310 program.	Driver's Salaries and Benefits	\$ 110,497	\$ 120,497	\$ 120,497
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Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET				
Agency <u>Town of Quartzsite</u>		Contact Person <u>Alex Taft</u>		
Phone <u>928-927-4333</u>		E-mail <u>ataft@quartzsite.az.us</u>		
Project	Project Description	Anticipated Total Cost		
		Fiscal Year 2007 (1)	Fiscal Year 2008 (1)	Fiscal Year 2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	10 passenger cutaway/lift @ tiedown		\$ 55,000	
Expanded service vehicle	Minivan no lift	\$ 23,000		
Radio equipment				
Mobility Management	Promotion and Facilitation	\$ 1,200	\$ 1,500	\$ 1,750
Other	Exterior Scooter Transport	\$ 2,545		\$ 2,650
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

VIII. REGIONAL PROGRAM OF PROJECTS SUMMARIES

While the WACOG region was divided into five sub-regions, it is important to recognize that the three communities that currently provide general public transit services, Lake Havasu City, Bullhead City and Kingman (sometimes referred to as the Tri-Cities) are currently working on the feasibility of establishing a regional connector service.

Arizona Department of Transportation-Public Transportation Division has initiated a series of demonstration projects to provide transportation connections linking smaller, rural communities with critical medical, employment, nutrition and shopping services available only in larger urban centers.

The Regional Transit Connector Service (RTCS) program utilizes a blend of federal, state and local funds. For example, after a four-year hiatus following funding cutbacks in 2001, the Ajo-Gila Bend Connector (to Phoenix) was inaugurated in spring 2005 using funds from this project. Other regional connector service pilot projects sites are Pima County/Green Valley to Tucson, Flagstaff Metro Area, and YMPO/Yuma County.

The goal of the three Mohave County cities, Bullhead City, Lake Havasu, and Kingman, would be to develop a regional connector service with the assistance of the regional pilot connector program.

The current transition of the Mohave County Senior Transportation programs to the cities with transit services will also be a significant coordination effort.

A summary of the sub-region projects is provided on the following page. Overall, grant program requests are:

Summary of WACOG Grant Program Requests					
Year	5311	5310	5316	5317	Total
2007	4,574,898	394,745	115,000	38,000	5,122,643
2008	4,735,857	123,500	-	41,800	4,901,157
2009	5,984,191	207,400	-	45,980	6,237,571
Total	\$ 15,294,946	\$ 725,645	\$ 115,000	\$ 125,780	\$16,261,371

WACOG REGION PROGRAM OF PROJECTS - 2007 to 2009					
Sub-region	5311- Rural Public Transit	5310 - E&D Capital	5316 - Job Access	5317 - New Freedom	Total
2007					
Bullhead City					
BATS	\$ 1,378,298	\$ -	\$ -	\$ -	\$ 1,378,298
Kingman					
KART	\$ 1,071,600	\$ -	\$ -	\$ 38,000	\$ 1,109,600
Mohave Assn of Ret C		\$ 45,000			\$ 45,000
Gardens		\$ 44,000			\$ 44,000
Mohave Mental Health		\$ 23,000			\$ 23,000
Subtotal	\$ 1,071,600	\$ 112,000	\$ -	\$ 38,000	\$ 1,221,600
Lake Havasu					
HAT	\$ 2,125,000	\$ -	\$ -	\$ -	\$ 2,125,000
New Horizons		\$ 71,000			\$ 71,000
Subtotal	\$ 2,125,000	\$ 71,000	\$ -	\$ -	\$ 2,196,000
Mohave County					
Senior Transporation	\$ -	\$ -	\$ -	\$ -	\$ -
Central AZ DD		\$ 42,000			\$ 42,000
WestCare		\$ 83,000			\$ 83,000
Hualapai Tribal Nation		\$ -	\$ 115,000		\$ 115,000
Subtotal	\$ -	\$ 125,000	\$ 115,000	\$ -	\$ 240,000
La Paz County					
La Paz County Health	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000
Town of Quartzsite	\$ -	\$ 26,745	\$ -	\$ -	\$ 26,745
Subtotal	\$ -	\$ 86,745	\$ -	\$ -	\$ 86,745
2007 Region Total	\$ 4,574,898	\$ 394,745	\$ 115,000	\$ 38,000	\$ 5,122,643

2008					
Bullhead City					
BATS	\$ 1,530,147	\$ -	\$ -	\$ -	\$ 1,530,147
Silver Ridge Village		\$ 44,000			\$ 44,000
Kingman					
KART	\$ 1,380,710	\$ -	\$ -	\$ 41,800	\$ 1,422,510
Mohave Mental Health		\$ 23,000			\$ 23,000
Lake Havasu					
HAT	\$ 1,825,000	\$ -	\$ -	\$ -	\$ 1,825,000
Mohave County					
Senior Transporation	\$ -	\$ -	\$ -	\$ -	\$ -
La Paz County					
La Paz County Health	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Quartzsite	\$ -	\$ 56,500	\$ -	\$ -	\$ 56,500
2008 Region Total	\$ 4,735,857	\$ 123,500	\$ -	\$ 41,800	\$ 4,901,157
2009					
Bullhead City					
BATS	\$ 1,741,655	\$ 130,000	\$ -		\$ 1,871,655
Kingman					
KART	\$ 1,165,536	\$ -	\$ -	\$ 45,980	\$ 1,211,516
Mohave Mental Health		\$ 23,000			\$ 23,000
Lake Havasu					
HAT	\$ 3,077,000	\$ -	\$ -	\$ -	\$ 3,077,000
Mohave County					
Senior Transporation	\$ -	\$ -	\$ -	\$ -	\$ -
La Paz County					
La Paz County Health	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
Town of Quartzsite	\$ -	\$ 4,400	\$ -	\$ -	\$ 4,400
2009 Region Total	\$ 5,984,191	\$ 207,400	\$ -	\$ 45,980	\$ 6,237,571
Three Year Total					
	\$ 15,294,946	\$ 725,645	\$ 115,000	\$ 125,780	\$ 16,261,371

APPENDIX A REGIONAL STAKEHOLDER MEETING SUMMARY

WACOG REGIONAL TRANSPORTATION COORDINATION PLAN MEETING

**Kingman City Hall, Kingman
December 7, 2006, 1:00 PM**

Meeting Summary

Attendance

Alex Taft, Town of Quartzsite
Jack Kramer, City of Kingman
M.E. “Gene” Helper, Mohave County
Larren Vandman, Silver Ridge Village
Ann Marie Wilkinson, WACOG
Karren Anderson, La Paz County
Connie Mathewson, La Paz County
Dean Cooke, Colorado City
John Barlow, Colorado City
Laura Henry, KART
Janet Ackerman, KRMC
Larry Wiemken, BATS
Ken Fulton, BATS
Stan Usinowicz, Havasu Area Transit
Gary Parsons, Havasu Area Transit
Kim Mitchell, WestCare Arizona
Terry Delia, New Horizons
Suzanne Clarke, Kingman Aid Abused People
Dave Cyra, FTA/CTAA Liaison
Steve Rost, ADOT,
Jim Dickey, ADOT,
Amy Ostrander, Ostrander Consulting,
Rick Evans, RAE Consultants, Inc.

Getting Started

Ann Marie Wilkinson of Western Area Council of Governments (WACOG) assisted with organizing the meeting in the absence of Dave Barber. After Rick Evans of RAE Consultants, Inc. provided an overview of the meeting, Jim Dickey, ADOT Public

Transportation Division Director and Steve Rost were introduced. Steve provided information about the Safe Routes to School program. David Cyra, representing the Federal Transit Administration and Community Transportation Association of America was introduced. Dave is supporting various states in developing the required coordination plans. Amy Ostrander, Ostrander Consulting, Inc., primary contact for the WACOG plan, was introduced.

Rick reviewed the purpose of the workshop which was to begin the process of developing a Regional Transportation Coordination Plan for the WACOG area. Coordination Plans are mandated in the new SAFETEA-LU federal transportation reauthorization legislation. Anyone requesting funding, beginning in 2007, under the Federal Transit Administration (FTA) 5310, 5316 and 5317, and indirectly 5311, programs must be included in a Transportation Coordination Plan.

Participants then introduced themselves, including the type of transportation they provide and the location of there service. Gene Helper of Mohave County advised the group that the County is in the process of turning the operations of transit services provided by the County within the city limits of any town/city to that transit agency – in Kingman to KART, in Bullhead City to BATS, and in Lake Havasu to HAT. This will allow Mohave County to focus on providing better transit options to rural county residents. Based on these introductions, the attendees broke into four groups by areas:

- Kingman
- Bullhead City
- Lake Havasu
- Mohave County (including Colorado City)
- La Paz County

These groups then discussed issues for their region:

- Existing Providers
- Current Coordination
- Unmet Needs
- Ideas for Coordination

Subregion Reports

Kingman

Existing Providers

- KART – Greater Kingman Service area 50 square miles.
- In addition to non-profits, Greyhound important carrier.

Current Coordination

- Some coordination between KART and hospital
- Insurance issues for more coordination
- Donations in place of fixed fee for Seniors

Unmet Needs

- Hours of operations to 24 versus 8-10 currently

- No one-stop center for information
- Pick up outside of city limits
- Police department in Bullhead
- Need software for coordination

Ideas for Coordination

- Investigating joint purchase of Trapeze software with Lake Havasu/Bullhead

Bullhead City

Existing Providers

- BATS: 3 Fixed Routes, 4 Deviated/DAR vehicles. 1-2 wheelchairs per day.
- WestCare – 6 vehicles, Referrals faxed in; 12 facilities served, trips range from 1 to 700 miles. Children under 12 account for 70% of riders. Local trips account for 25% of trips, DES funding comes from 10 categories.
- Taxicabs – fluctuates. Maybe 2-3
- Legacy Foundation
- Senior Center has two vehicles
- Church Buses
- School system

Current Coordination

- WestCare purchases BATS passes for able clients
- CMS buys passes for clients to methadone clinic, counseling

Unmet Needs

- BATS
 - Fixed Route on east side
 - Service for Mohave/New Hospital
 - Software for dispatch
 - Separate maintenance facility; currently by Bullhead City Fleet Shop
 - Highway turnouts for buses
 - Shelters/Lift Maintenance
 - Training
- WestCare
 - GPS vehicle Location system
 - Child seats
 - Vehicles have over 100,000 miles

Ideas for Coordination

- Bullhead to County Court in Kingman
- Help for WestCare within city
- Training
- Vehicle sharing/insurance/maintenance

Lake Havasu

Existing Providers

- New Horizons – Contract with DD
- Mohave Mental Health
- Senior Center – meals on wheels only
- Havasu Area Transit (Section 5311)
- DAV van

Current Coordination

- Planning together successfully
- Transit Advisory Committee broad-based: School District, MMH, New Horizons, Hospital, Salvation Army, Special Olympics, Interagency (respite/adult day care). Very active during transition from DAR to fixed route.

Unmet Needs

- Adult Day Care: fragile riders, require assistance
- Special Olympics training sessions
- Prestige Care Facility – need help with screening riders to determine specific health requirements/need for attendant. Serving a wide range of rider needs.

Ideas for Coordination

- Back-up vehicle
- Emergency preparedness training
- Tri-City Council – began in 2006, good cooperative energy
- Work force needs
- No inter-city bus service
- Senior Rides – concern with “client shedding” - transfer vehicles but not operating funds.

Mohave County

Existing Providers

- Mohave County Seniors – County Supervisors want County to get out of transportation to the extent possible, out of large cities and focus on rule needs and meal delivery. Have 33 vehicles now, including those which focus on meal delivery (but also carry passengers when meal delivery is finished. Senior centers are located in Lake Havasu, Kingman, Bullhead and Golden Shore.

Current Coordination

- In process of negotiating IGAs with three large cities to turnover vehicles plus some AAA \$ to transfer senior services to city operated services.

Unmet Needs

- Growing senior population in County

Potential Future Coordination

- Continue getting out of the transportation business, particularly in three large cities.

Colorado City

Existing Providers

- City operates one van (5310). On-call, usually one person at a time. Most trips to St. George and Flagstaff. St. George is 45 minute drive. Would like a smaller van/vehicle. No charge for service. Lots of 100 mile trips.

Current Coordination

- No one really to coordinate with. In Utah for all practical purposes.

Unmet Needs

- Would like an AHCCCS provider for the area. Would like to serve other small towns in the area, especially three small areas south of Colorado City (Cane Beds, Centennial Park, as well as CO City. Tie to Fredonia and Page. Serve Mocasson Kaipai band of Paoautes.

Potential Future Coordination

- No obvious options for coordination.

La Paz County

Existing Providers

- Quartzite Transit Service – 3 vehicles plus 1 new vehicle coming, 2 fulltime drivers and one part-time driver. Serve elderly and disabled. 2 days a week in Quartzite, 1 day in Blythe, 1 day in Parker, 1 day in Yuma and one day in Lake Havasu if enough people sign up (Lake Havasu only). Local trips are \$1.00 donation. Long distance trips are roughly \$7 donation (depending on distance). Lose money most on local trips, people think they shouldn't have to pay for local service.
- La Paz County Transit – 4 9-10 passenger vans. Funded by County and WACOG. Serve Parker, Nuckenberg, Surprise, Enenburg, and Bust (spelling for all ???). \$3 suggested donation to Parker.

Current Coordination

- Not much if any.

Unmet Needs

- Didn't really discuss.

Potential Future Coordination

- The two agencies will talk to see where they can assist each other or form agreements re who is serving who, when. Currently there are informal rules regarding who is serving who (communities). They need to coordinate better – information, referral, agreements regarding who is serving which communities, when and how they can work together to better serve the population of La Paz County.

Planning Framework

An overview of the funding resources supporting transit in rural communities was reviewed. Rick stated that there is new 80% funding available for “mobility management” which could be used to fund staffing for a coordination lead agency.

Rick then mentioned the problem of getting good up-to-date information on transportation providers in each region. He passed out two items. One was a preliminary summary of information on area providers taken from recent grant applications. Accompanying that was a second sheet which was a one-page Transportation Provider Inventory. He asked those present if they would complete the inventory and send it back to Dave Barber at WACOG by Friday, December 29th.

As part of the discussion about transportation needs, Rick passed out a sheet including notes from the United We Ride workshop conducted in the fall of 2005.

United We Ride Assessment

The group then completed the federal United We Ride Assessment for Communities. The results are presented in Attachment A-1. In summary, WACOG covers a vast area and after considerable discussion, the assessment was completed for two subregions – Mohave and La Paz Counties.

What’s Coming?

Rick then briefly reviewed a Program of Projects identifying elements the regions need for this first year of coordination planning. The table format presented a list of agencies to be funded down the left side and the FTA program funding categories across the top (5311, 5310, 5316 and 5317). The first year Regional Coordination Plans will need to show each project to be funded, for each agency, under each federal program. Ideally the Coordination Plans will have a three-year planning timeframe.

Planning Framework

A brief discussion then took place regarding the elements included in the framework for coordination planning. The following topics were addressed, as presented in the handout packet:

- Federal, state, regional and constituent roles
- Rural Transit Needs Assessment project
- Collaborative planning process
- Transit grant programs
- Coordination plan content
- Project evaluation
- Project schedule

Key points included: 1) the need to involve a broad variety of constituents in the planning process, including funding agencies and rider groups, to the extent possible; 2) the fact that the coordination planning requirements become more stringent in future years; 3) the availability of “mobility management” as an 80%-funded capital item under the all the FTA programs (including 5307 and 5311); and 4) the need for both ADOT and the regions to come up with specific criteria and priorities for funding under each of the FTA grant programs. Gregg Kiely stated that ADOT will be evaluating both of these issues and will provide information about ranking/priority with the grant application.

What Is Coordination?

The discussion then turned to the various activities that could be included under the definition of “coordination.” Rick reviewed a sheet from the handout packet which presented a variety of potential activities.

Based on the discussion the following appear to have the most potential in the WACOG area.

- Kingman
 - Integrate senior transportation currently provided by County
 - Technology support
- Bullhead City
 - Integrate senior transportation currently provided by County
 - Technology support
 - New routes
- Lake Havasu
 - Integrate senior transportation currently provided by County
 - Regional connectivity
 - Technology support
- Mohave County (including Colorado City)
 - Emphasis on serving rural areas
- La Paz County
 - Begin dialogue

Next Steps

Next steps were then identified for the various participants in the Regional Coordination Plan process.

ADOT and Consultant Team

- Dave Barber will send a Transportation Provider Inventory form electronically. This form was provided in hard copy at the meeting and needs to be completed and returned to either electronically or by fax by DECEMBER 29TH to Amy Ostrander – aostranderconsulting@msn.com or 720-855-8984 with a copy to Dave at WACOG.

- Dave Barber will send the Budget Format electronically for providers and/or others to complete regarding anticipated grant requests for a three-year time period for 2007, 2008 and 2009. This form was provided in hard copy at the meeting and needs to be completed and forwarded to Amy Ostrander by Friday, January 12th with a copy to Dave at WACOG.
- Dave Barber will send the five subregions a short list of agenda items prepared by the consultant team to be discussed at the 1-2 follow-up meetings in December and January.
- ADOT will develop evaluation criteria and priorities for each FTA funding program.

COGS

- WACOG will refine the list of invitees and compare the list of invitees to the list of actual attendees and attempt to contact additional participants.
- WACOG will monitor the follow-up meetings that were scheduled for each subregion.

Local Providers and Other Stakeholders

- Complete the Transportation Provider Inventory by the end of the year and send it to WACOG and Amy Ostrander by December 29th.
- Prepare preliminary budget regarding FY 2007 to 2009 FTA grant requests and submit them to WACOG and Amy by January 14, 2007.
- Attend subregion meetings:
 - Kingman, Lake Havasu, Bullhead and Mohave County to meet on Wednesday, Dec. 13th at 11:30. Meeting already scheduled to review software packages.
 - La Paz to schedule meeting.

The workshop ended at approximately 4:30 PM.

ATTACHMENT A-1 A Self-Assessment Tool for Communities

COMPLETED BY WACOG ON DECEMBER 7, 2006

FIRST COLUMN, LA PAZ, SECOND COLUMN, MOHAVE COUNTY

Each item was rated according to the following: “1”-Needs to Begin, “2”-Needs Significant Action, “3”-Needs Action and “4”-Done Well.

Section 1: Making Things Happen by Working Together

LP M

- 2.5_ 2.5 1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?
1__3_ 2. Is a governing framework in place that brings together providers, agencies and consumers? Are there clear guidelines that all embrace?
2__3_ 3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?
2__4_ 4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?
2__4_ 5. Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

Section 2: Taking Stock of Community Needs and Moving Forward

- 1__2__ 1. Is there an inventory of community transportation resources and programs that fund transportation services?
1__2__ 2. Is there a process for identifying duplication of services, underused assets, and service gaps?
2__2__ 3. Are the specific transportation needs of various target populations well documented?
2__3__ 4. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/reduce costs?
3__3__ 5. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?
3__4__ 6. Have transportation users and other stakeholders participated in the community transportation assessment process?
2__2__ 7. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?
4__4__ 8. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?
3__3__ 9. Is the plan for human services transportation coordination linked to and supported by other state and local plans such as the regional Transportation Plan or State Transportation Improvement Plan?
2__2__ 10. Is data being collected on the benefits of coordination? Are the results communicated strategically?

Section 3: Putting Customers First

- 3__3__ 1. Does the transportation system have an array of user-friendly and accessible information sources?
- 1__3__ 2. Are travel training and consumer education programs available on an ongoing basis?
- 1__4__ 3. Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?
- 2__2__ 4. Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?
- 3.5__3.5__ 5. Are marketing and communications programs used to build awareness and encourage greater use of the services?

Section 4: Adapting Funding for Greater Mobility

- 1__1__ 1. Is there a strategy for systematic tracking of financial data access programs?
- 1__1__ 2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?

Section 5: Moving People Efficiently

- 1__2__ 1. Has an arrangement among diverse transportation providers been created to offer flexible service that is seamless to customers?
- 2__2__ 2. Are support services coordinated to lower costs and ease management burdens?
- 1__2__ 3. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?
- 1__2__ 4. Have facilities been located to promote safe, seamless, and cost-effective transportation services?

**APPENDIX B
REGIONAL STAKEHOLDER MEETING SUMMARY**

**WACOG
REGIONAL TRANSPORTATION COORDINATION PLAN
MEETING**

**Kingman City Hall, Kingman
February 22, 2007, 10:00 AM
Meeting Summary**

Attending the February 22, 2006 Regional Transportation Coordination Plan Workshop in Kingman:

Alex Taft, Town of Quartzsite
Brad Bixler, Mohave County
Darren VanDeman, Silver Ridge Village
Connie Mathewson, La Paz County
Dean Cooke, Colorado City
John Barlow, Colorado City
Laura Henry, KART
Janet Ackerman, KRMC
Larry Wiemken, BATS
Ken Fulton, BATS
Don Bergen, Havasu Area Transit
Gary Parsons, Havasu Area Transit
Terry Delia, New Horizons
Darla Tilley, T.O.P Senior Center
Rob Long, Central AZ Council on DD
Brittany Adkins, Central AZ Council on DD
Glenda Holiday, Central AZ Council on DD
Cherie Hart, Foundation for Senior Living
Jeanne Caisse, Grand Vista Inc.
Harold Van Hocore, Operation Blessing, RCOA
Teri Williams, Hualapai Tribe Planning Department
Joy Griego, Mohave Mental Health
Dave Barber, WACOG
Steve Rost, Gregg Kieley, Loretta Crimi, ADOT,
Amy Ostrander, Ostrander Consulting,
Rick Evans, RAE Consultants, Inc.

Getting Started

Rick Evans began the meeting and welcomed those present. He introduced Amy Ostrander, who was the consultant team member working specifically with the WACOG plan. He then thanked Dave Barber for hosting the meeting.

Rick stated that the workshop would be conducted in two parts. In the morning the draft WACOG Regional Transportation Coordination Plan would be reviewed and discussed. In the afternoon ADOT staff would review the program application packets for the federal Transit Administration (FTA) 5310, 5316 and 5317 programs. He then asked those present to introduce themselves.

General Comments on the Plans

It was stated that the draft plans were a good start and Rick thanked the participating agencies for submitting information on their services and for considering new coordination opportunities. He said that before the plans are finalized by the end of March, two key date items were needed. First it will be important to make sure that all agencies in the region, who are providing transportation services now or who are considering it in the future, participate in the planning process and are included in the plan. Second, it is essential that participating agencies include their anticipated FTA grant requests in the plan. Rick then stated that all necessary information would need to be submitted to Amy Ostrander by Monday, March 12, at the latest.

Plan Specifics

Rick then turned the meeting over to Amy Ostrander to review the draft plan with those present. Amy reiterated that there were four sub-regions in the WACOG region and that she would go through the draft plan by sub-region. Each agency should comment on the narrative provided on its service as well as what was included in their anticipated grant requests for the next three years. Comments were then made by each of the agencies present. Additional comments were requested by March 12, 2007.

Next Steps

Two items were requested from each participating agency by March 12th; changes to the existing service descriptions, and information on anticipated grant requests.

The Coordination Plan portion of the workshop ended at approximately 11:50 AM.

APPENDIX C

Mohave County Senior Program Vehicle Inventory

(Many of the vehicles listed below are only used for our meal delivery program)

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
2006 Chevy ?			7	0	Excellent
2003 F350 FORD VAN			12	0	Good
2005 Chevy Uplander			7	0	Excellent
2002 FORD EXPLORE			3	0	Good
2001 FORD VAN W/LIFT			8	2	Fair
2000 2 DR. BLAZER (Meal delivery)			3	0	Fair
2000 2 DR. BLAZER (Meal delivery)			3	0	Poor
1999 DODGE VAN W/LIFT			8	1	Fair
1997 FORD MINI BUS W/LIFT (Back-up)			7	1	Fair
1998 DODGE MINI VAN (Meal delivery)			5	0	Fair
1998 DODGE MINI VAN (Meal delivery)			5	0	Fair
2000 2 DR. BLAZER (Meal delivery)			3	0	Fair
1999 CUTAWAY VAN W/LIFT			8	1	Fair
1995 Ford Econoline (Hauling)			n/a	0	Poor
2004 Chevy Venture mini-van			5	0	Good
2005 Chevy Uplander			7	0	Excellent
1999 Cutaway Van W/Lift (Back-up)			8	1	Fair
1998 DODGE MINI VAN (Meal delivery)			5	0	Good
2003 Ford van W/Lift			8	2	Good
2004 Chevy Venture mini-van			5	0	Good
2001 DODGE MINI VAN (Meal delivery)			5	0	Fair
2000 DODGE CARAVAN (Meal delivery)			5	0	Fair
2000 DODGE CARAVAN (Meal delivery)			5	0	Fair
1998 DODGE MINI VAN (Meal delivery)			5	0	Fair
2002 CHEVY ASTRO			5	0	Good
2002 CHEVY ASTRO			5	0	Good
2003 Ford E-350 van w/lift			8	2	Good
2001 Ford van W/Lift			8	1	Fair
2001 MINI VAN (Meal delivery)			5	0	Fair
1994 FORD RANGER (Hauling)			n/a	0	Poor
1999 CUTAWAY VAN			9	0	Fair
1999 CUTAWAY VAN (Back-up)			9	0	Fair
2000 DODGE MAXIVAN W/LIFT			8	2	Fair
2000 DODGE CARAVAN (Meal delivery)			5	0	Fair
1998 DODGE MINI VAN (Meal delivery)			5	0	Fair